Washington Metropolitan Area Transit Authority

Board Action/Information Summary

○ Action ◉ Information	MEAD Number:	Resolution: ○ Yes ◉ No

TITLE:

Safety Report

PURPOSE:

To present to the Board of Directors a report on the state of safety within Metro, including safety statistics, current actions, action plans on recomendations to audits, policies and other safety related information so the Board may be kept up to date and informed.

DESCRIPTION:

To ensure that safety is the priority within Metro and that necessary actions and policies are implemented to enhance the safety of our employees and customers.

FUNDING IMPACT:

None

RECOMMENDATION:

To present the monthly Safety Report to the Board of Directors.

Washington Metropolitan Area Transit Authority

SAFETY BRIEFING

Safety and Security Committee
March 24, 2011

Update Rail Incident

Escalator Incident:

- February 18, 2011, Foggy Bottom station
- Entrance Escalator #2
- Object became lodged under top comb plate
- Comb plate broke displacing the step
- At the bottom the displaced step wedged under lower comb plate
- Four steps behind the wedged step broke
- Escalator Shut Down as designed; Safety feature worked as intended.

Actions Taken:

- Preliminary investigation concluded
- Escalator was repaired and back in service February 19
- Reviewing other models equipment configurations
- VTX will further evaluate WMATA findings

Bus Incident

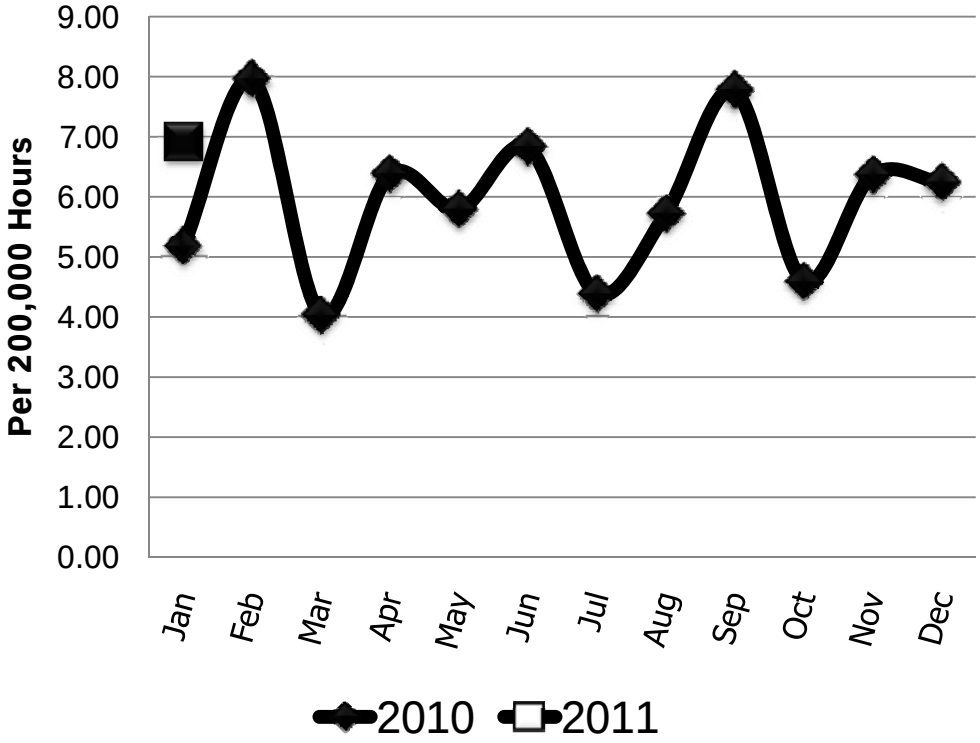
- Wednesday, March 2nd at 6:38 PM
- Benning Road & 17th Street, NE
- DC School Bus made a right turn in front of Metrobus #5420.

Bus Incident

- Thursday, March 3rd at 5:18 AM
- Annapolis Road & Millstream Road (Bowie, Maryland)
- Dodge Caravan ran red light and hit Metrobus #6307.

Safety Statistics Review

KPI: Employee Injury Rate



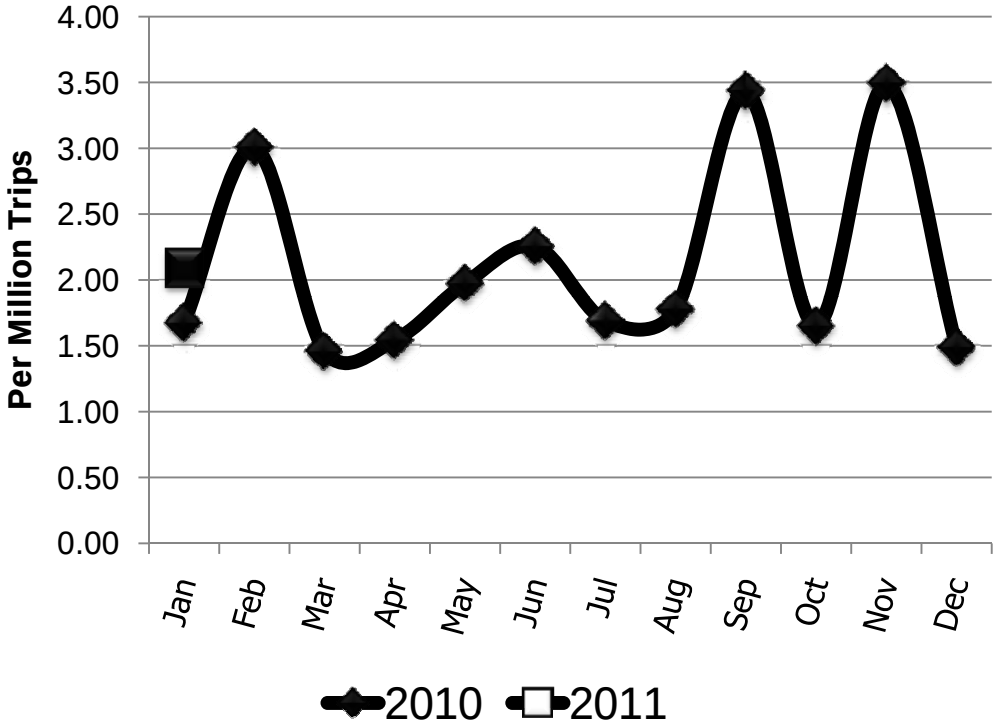
Why Performance Changed?

- January slight increase over previous month and increase over same period last year
- Uptick in January due to weather related incidents
- Majority of increase due to strains, slips and falls
- Most occurred in Bus and Rail Transportation

Actions

- Bus and Rail Transportation will focus on local safety committees, quality incident investigations, safety conversations to address these types of injuries
- Department of Safety will continue with lessons learned that will describe safety issues and prevention

KPI: Customer Injury Rate



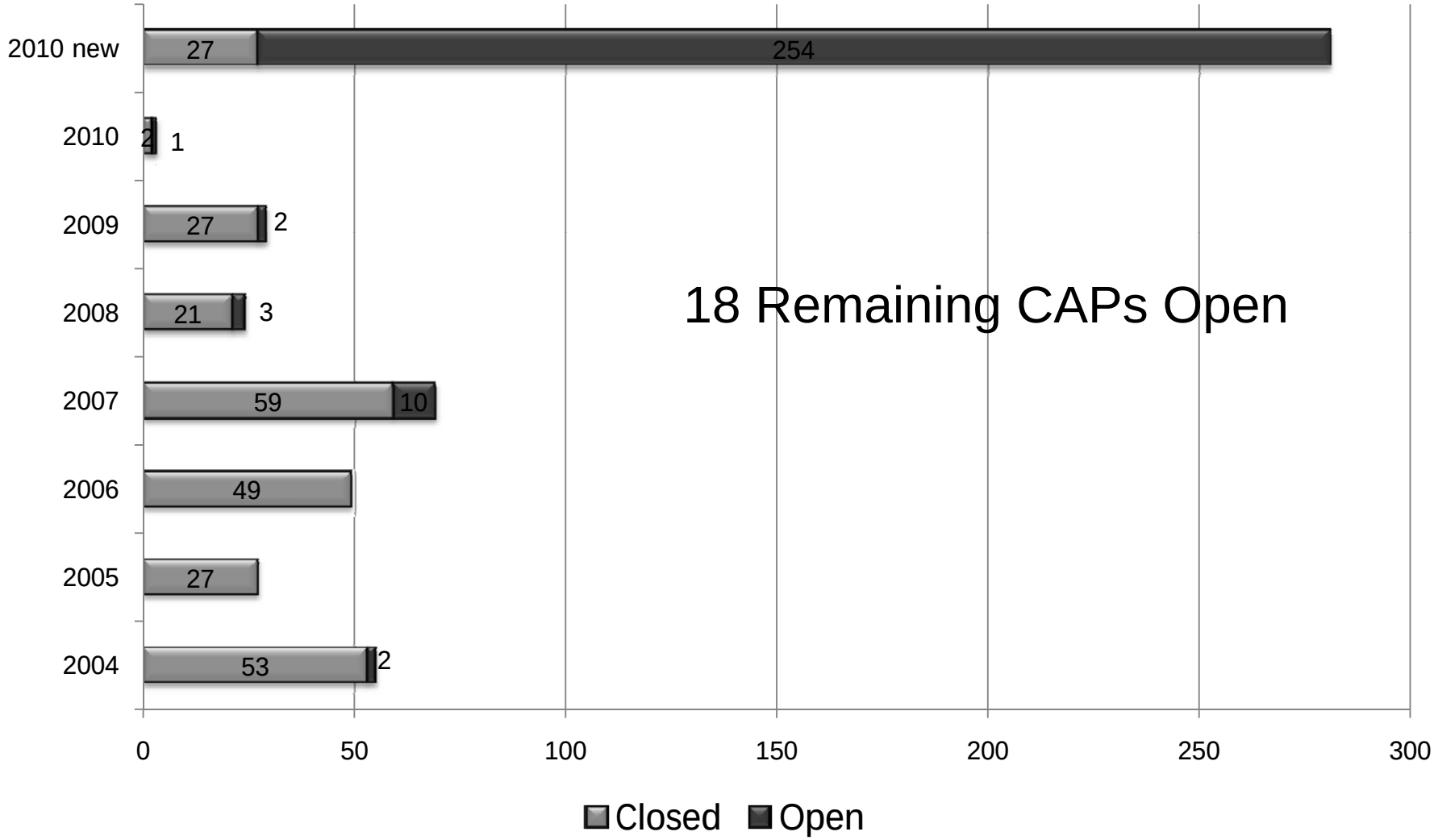
Why Performance Changed?

- Increase over December 2010 and same period last year
- Majority occurred in rail stations (excluding elevator/ escalator)
- Slips and falls injuries were the majority due to wet/snowy weather

Actions

- Even with wintry/wet weather no significant increase in Bus; continue with safety awareness and actions
- Continue to emphasize caution in rail facilities during wet/wintry weather through announcements and placement of caution signs

Corrective Action Plans

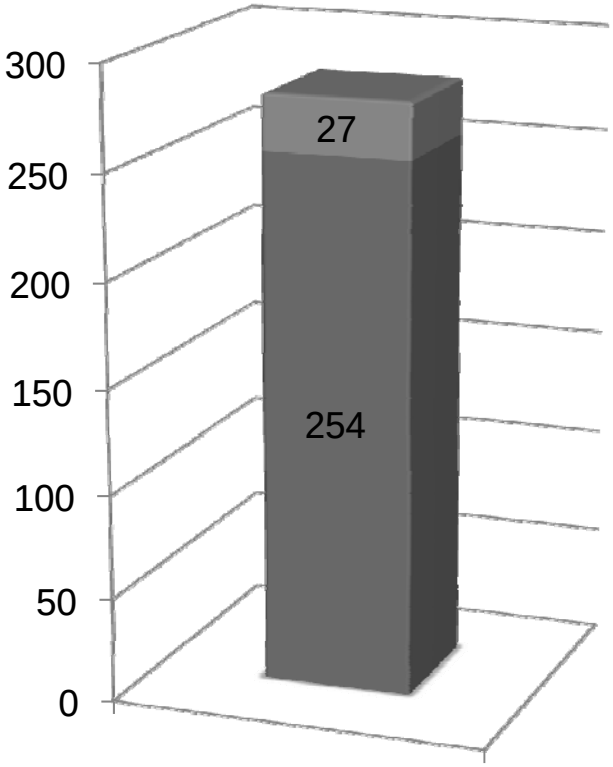


18 Remaining CAPs Open

Previous Corrective Action Plans

- 18 of the previous 256 CAPs remain open, in which:
  - 9 from 2007 TOC Triennial Review
  - 5 from National Transportation Safety Board recommendations
  - 3 from Internal Safety Audits, 2007 and 2008
  - 1 is for an internal Accident & Incident Policy (requiring update)

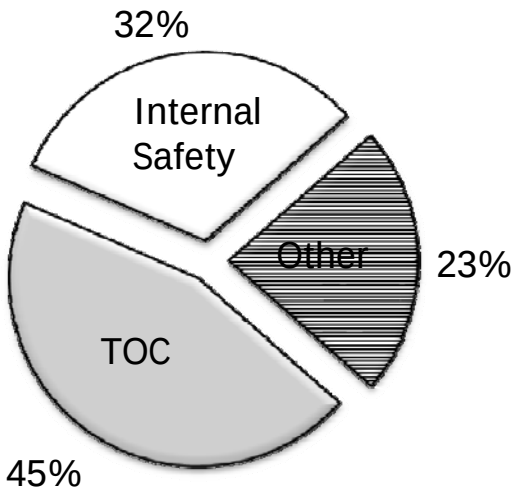
New Corrective Action Plans (CAPs)

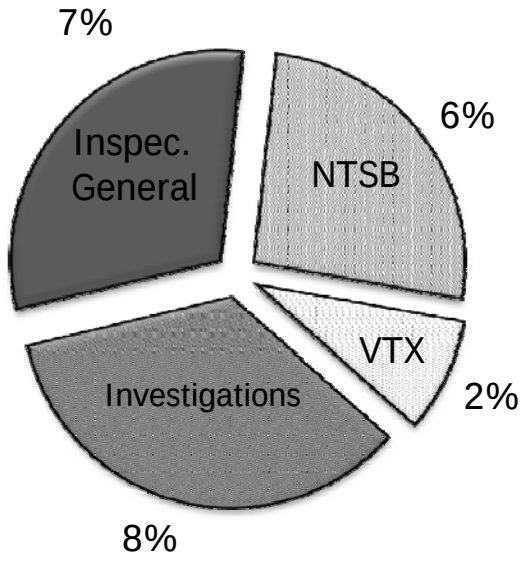


281 Total New CAPs

New Open New Closed

The 281 New CAPs comprised of ...





- TOC 2010 Audit (127)
- Investigations (21)
- NTSB (17)
- Internal Safety (92)
- Inspec. General (19)
- VTX Report (5)

New Corrective Action Plans (CAPs)

- TOC 2010 Audit has 127 recommendations broken into:
  - 36 Deficiencies which TOC refers to:

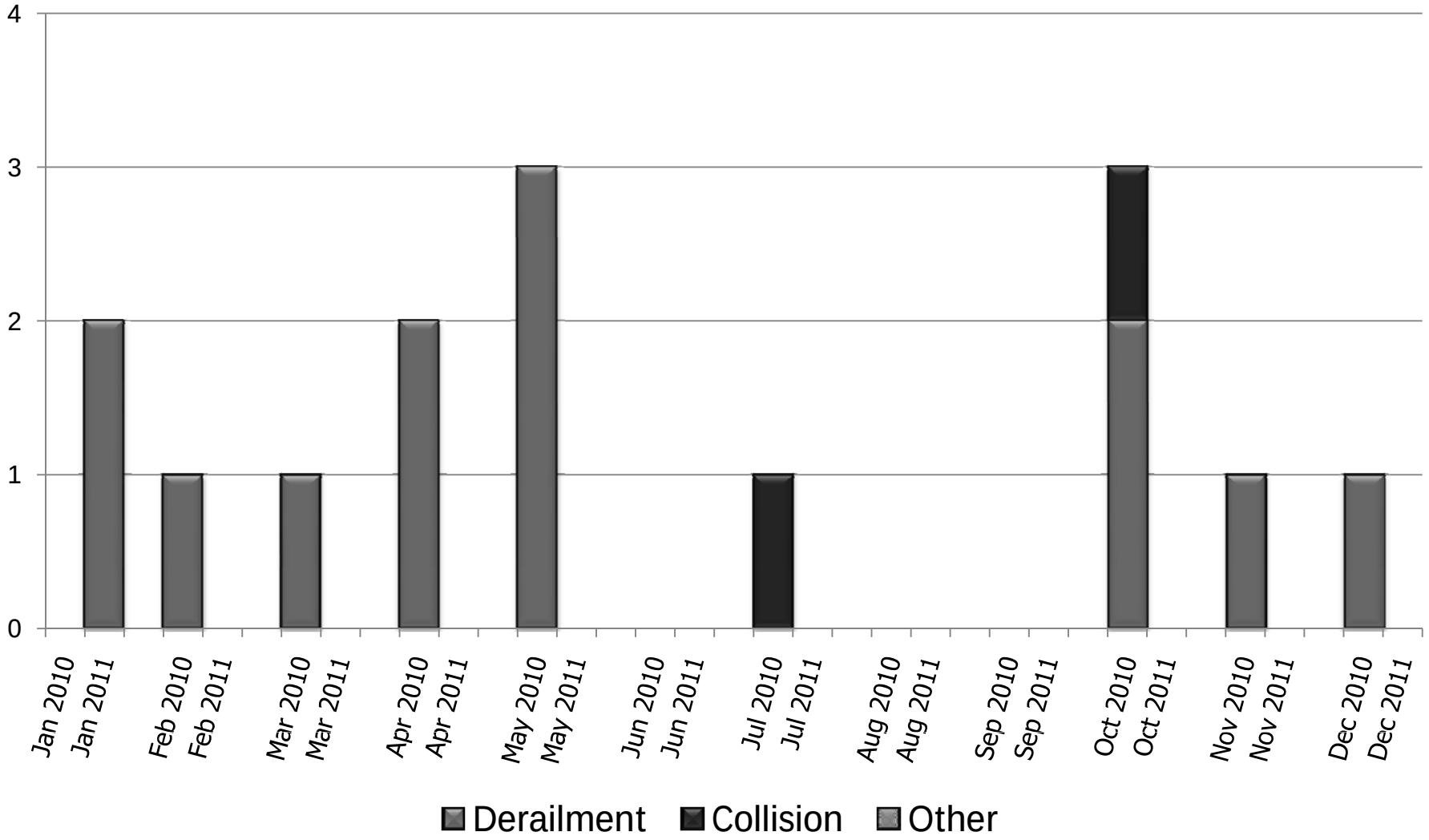
    " ... an instance of WMATA operating out of compliance or out of accordance with applicable internal or external written requirement, plan, policy, rule, standard, or procedure. WMATA is required to develop an appropriate Corrective Action Plan (CAP) and take action..."

  - 91 Areas of Concern which TOC refers to:

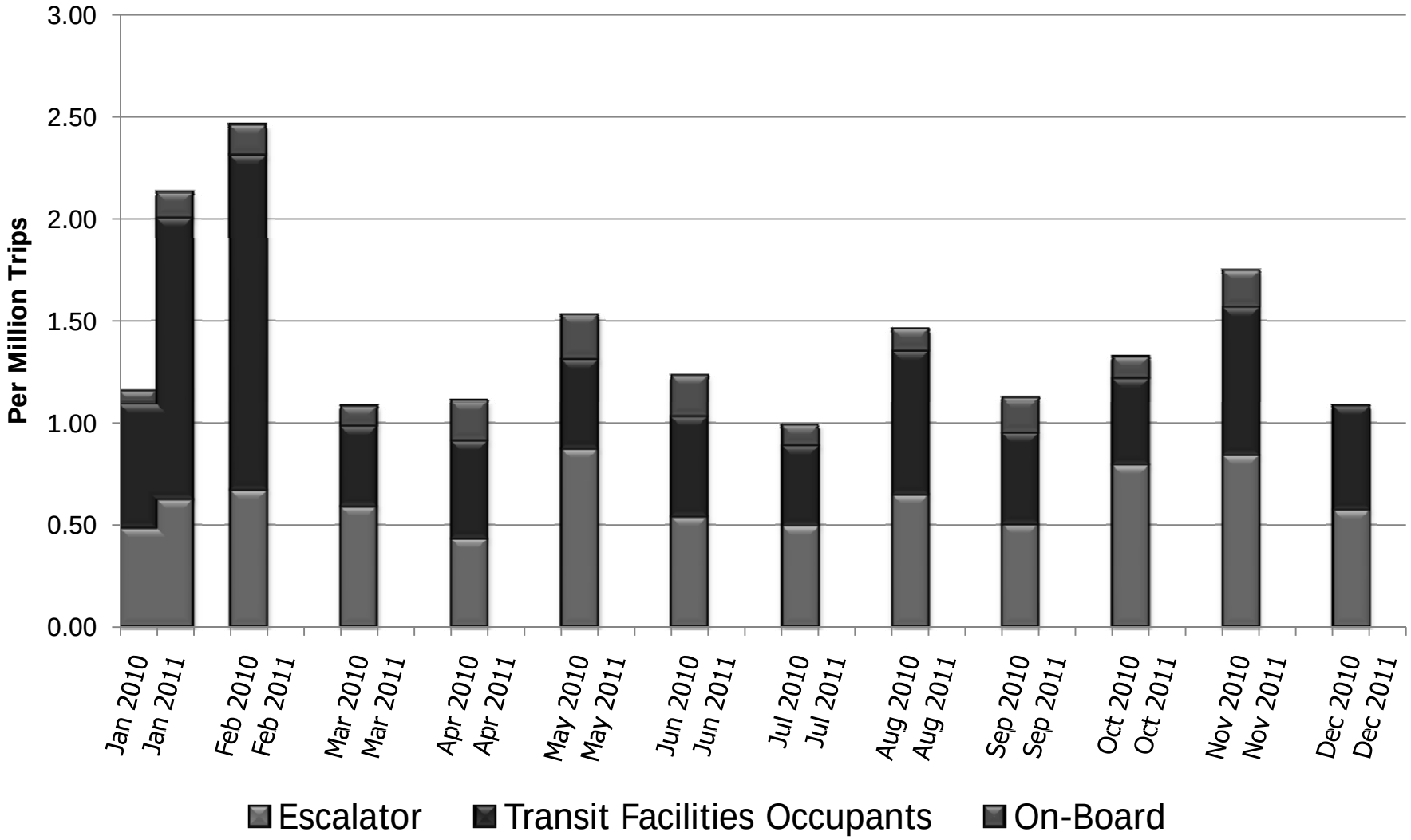
    "... a condition whereby WMATA may technically be conducting business in compliance with applicable internal and external requirements but, there may be no appropriate written, policy, or procedure in place...
    WMATA is required to develop an appropriate Corrective Action Plan (CAP) and take action..."

Appendix

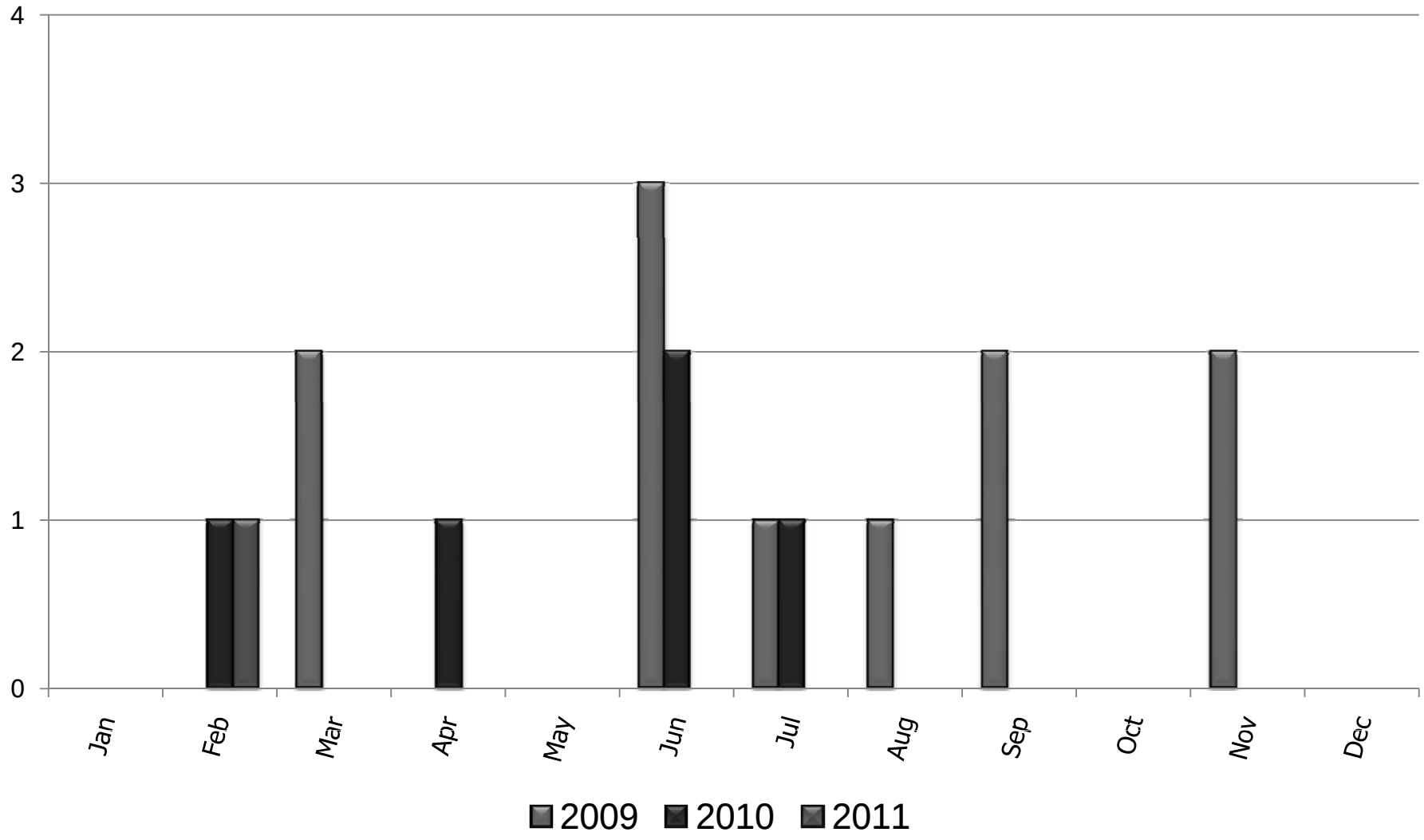
Total Reportable Rail Vehicle Incidents



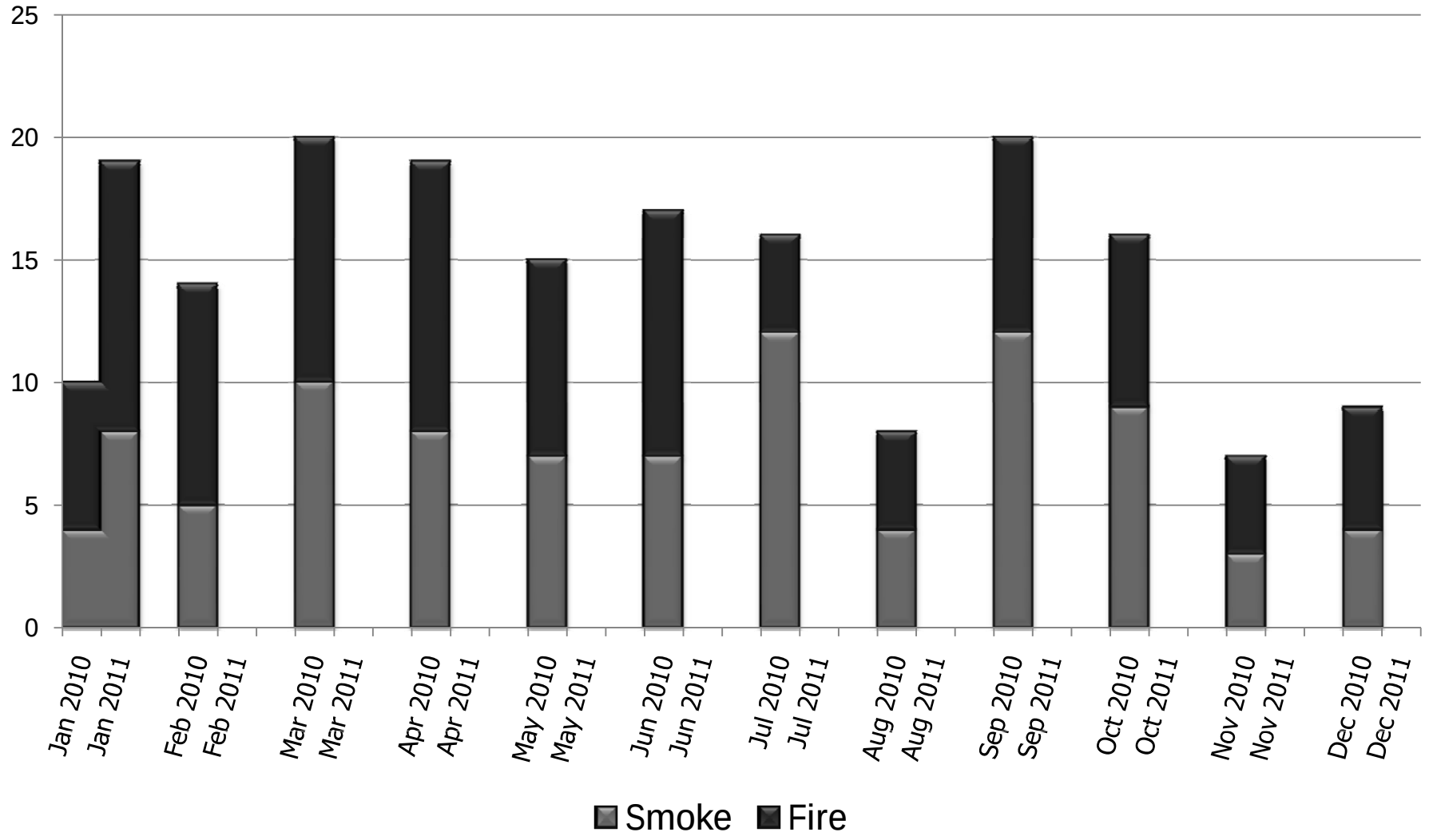
Rail Passenger Injury Rates



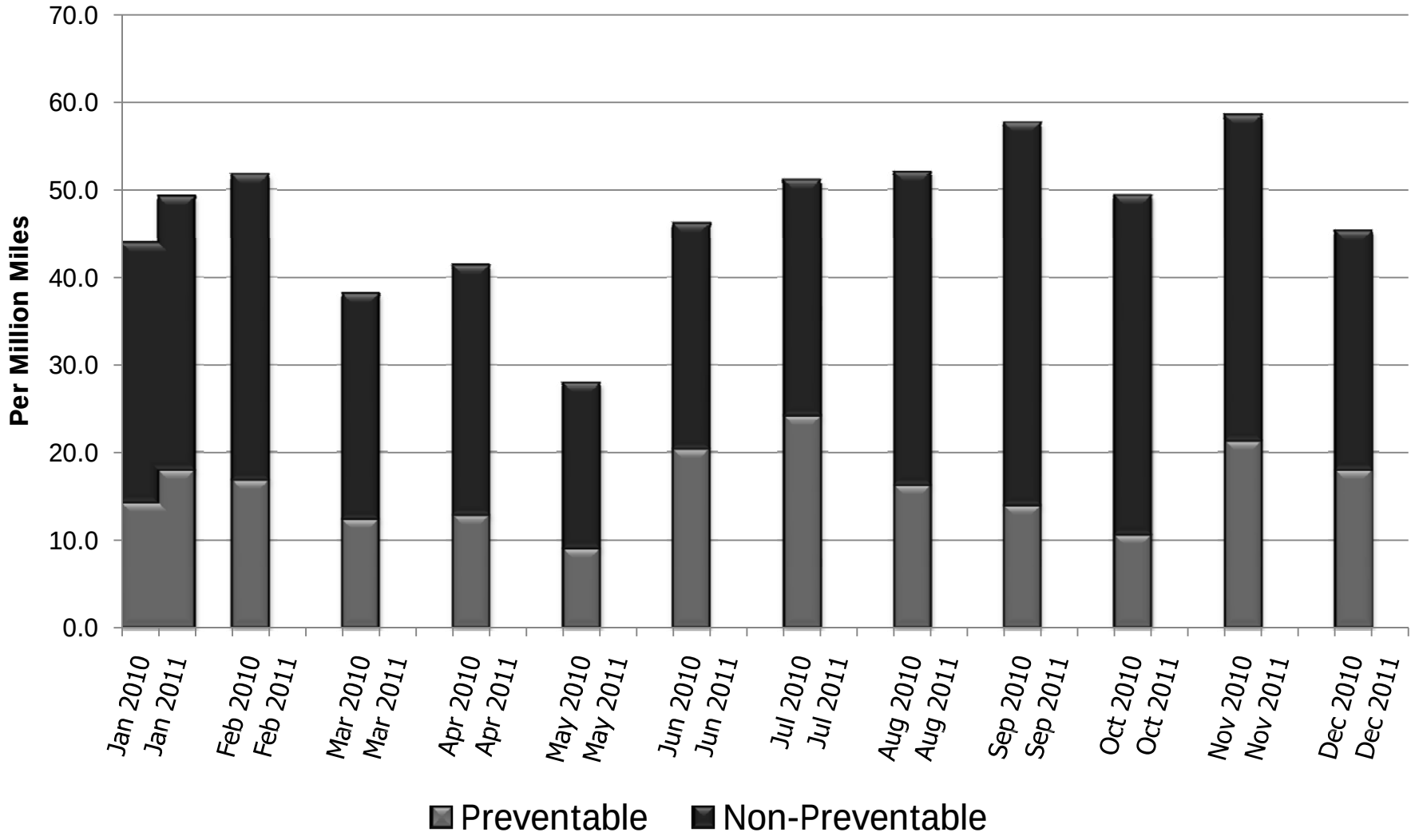
Suicides


4
3
2
1
0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
2009
2010
2011

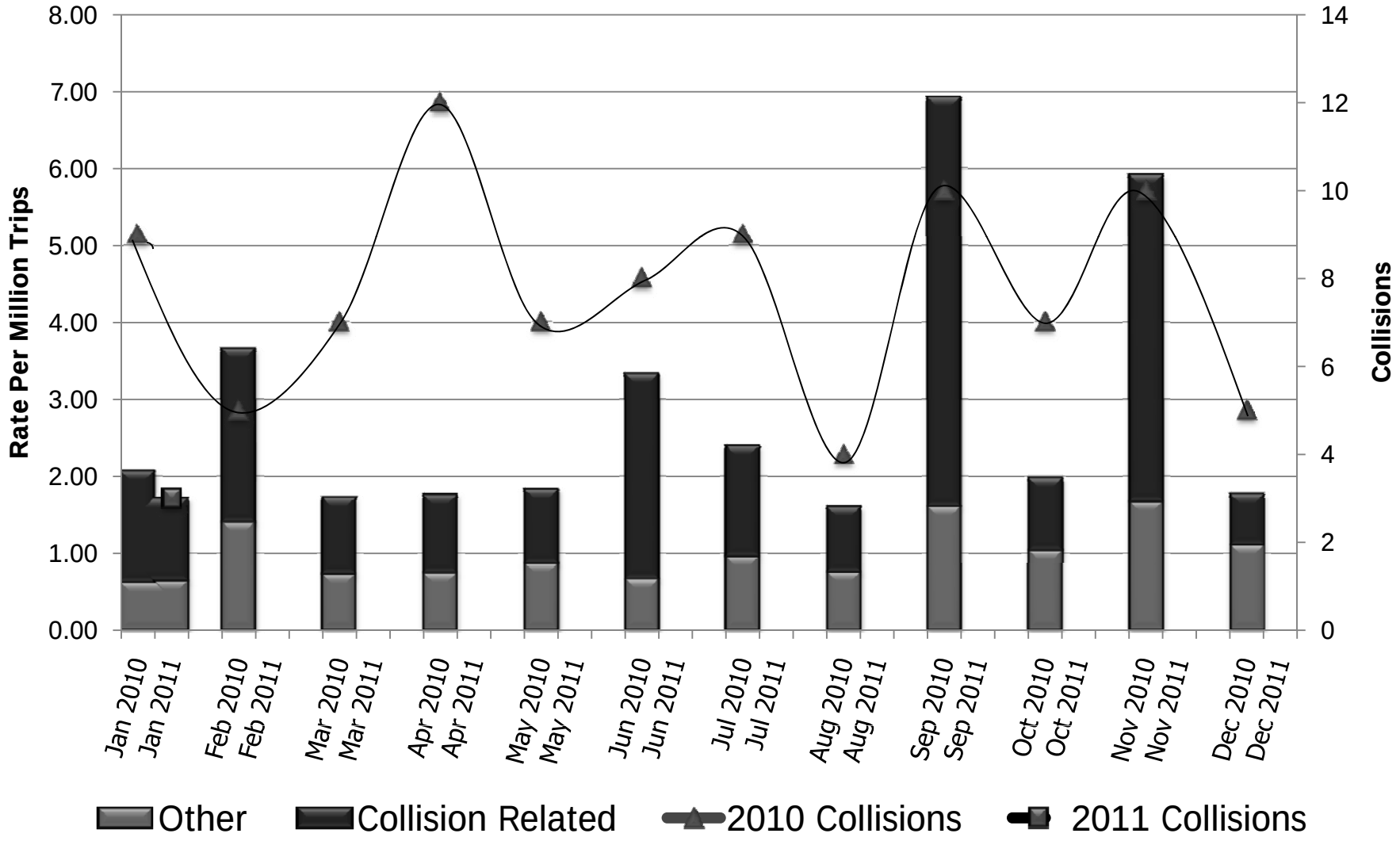
Smoke and Fire Incidents



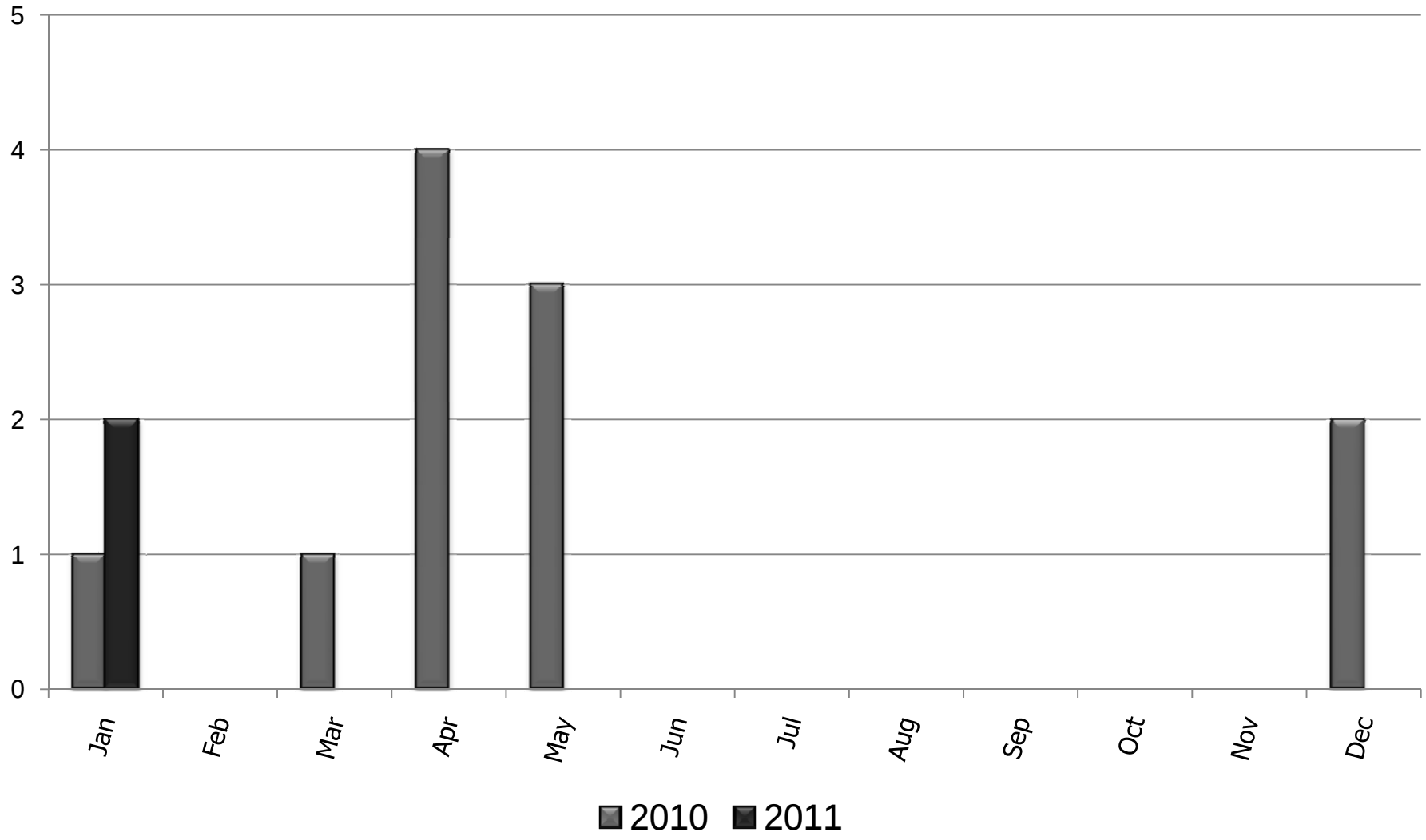
Bus Collision Rates



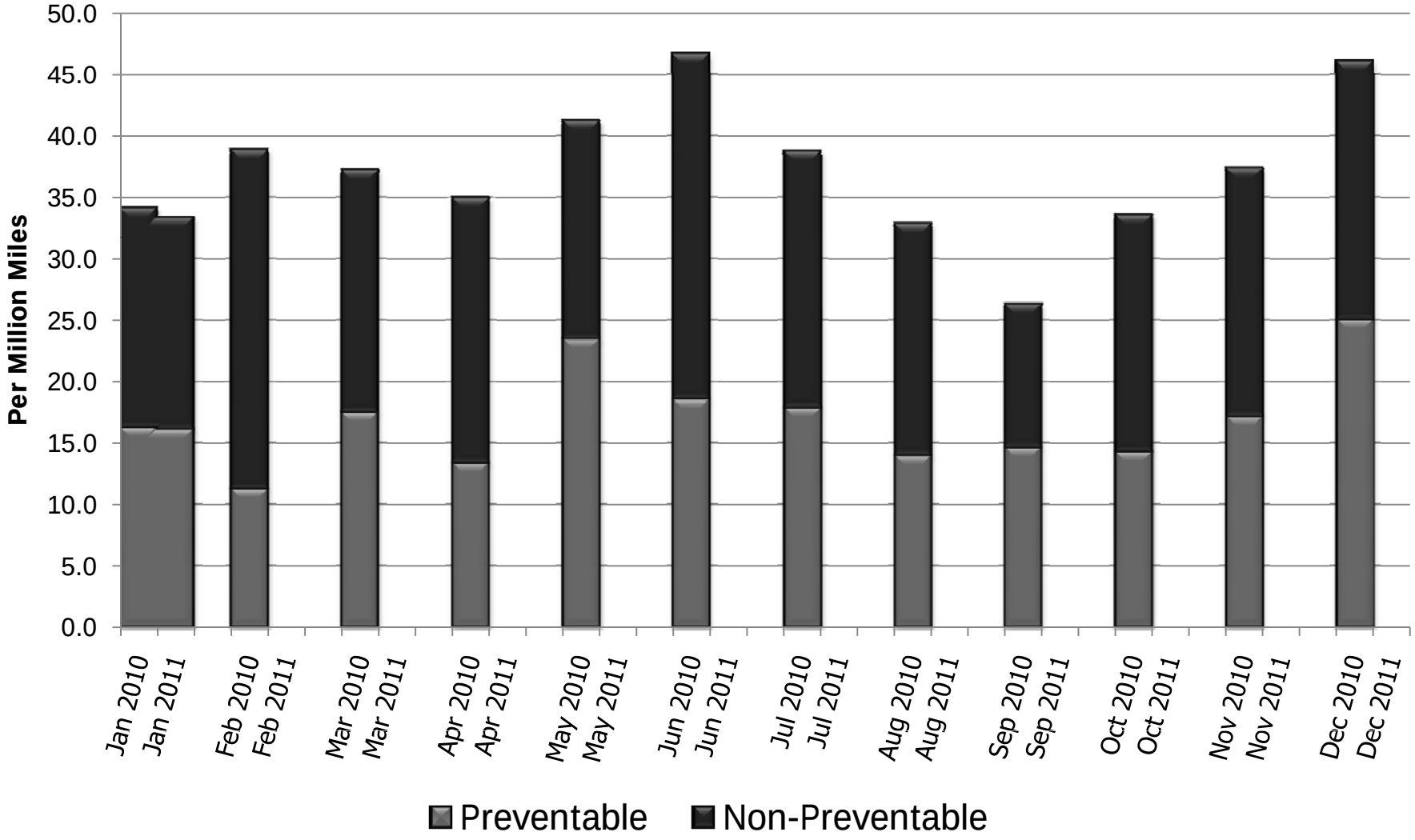
Bus Passenger Injury Rates



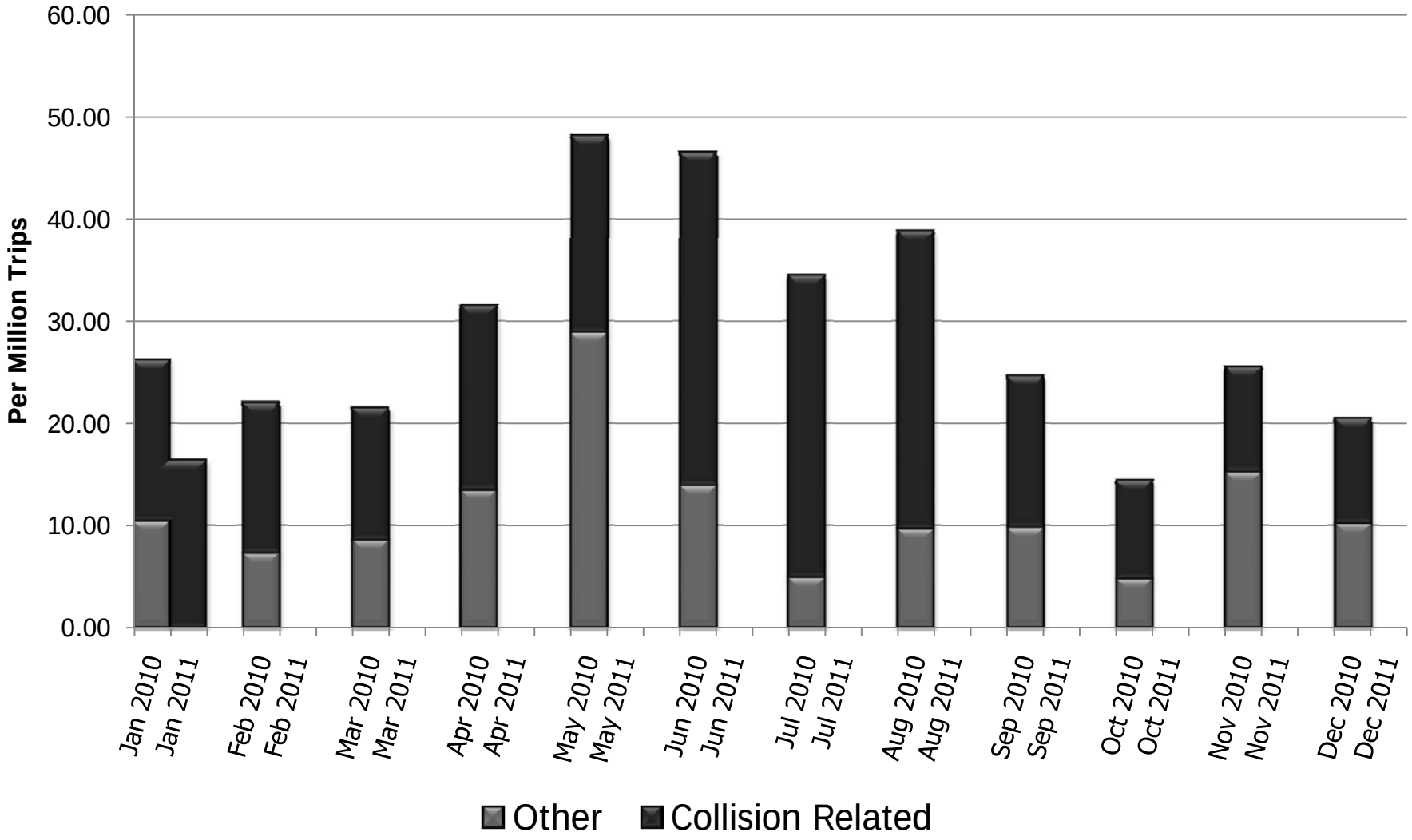
Pedestrian/Cyclist Incidents



MetroAccess Collision Rates



MetroAccess Passenger Injury Rates



Data Tables and Definitions

Employee Injury Rates

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2010	5.18	7.94	4.03	6.38	5.79	6.82	4.39	5.72	7.76	4.59	6.36	6.24	5.86
2011	6.92												6.92

OSHA Reportable Injuries x 200,000 / Actual Hours

Rail Passenger Injury Rates

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2010	1.15	2.46	1.08	1.11	1.53	1.23	0.99	1.46	1.12	1.32	1.74	1.09	1.33
2011	2.13												2.13

Injuries x 1,000,000 / Passenger Trips

Injuries Meeting NTD Reporting Criteria

Bus Passenger Injury Rates

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2010	2.08	3.66	1.73	1.77	1.84	3.33	2.40	1.61	6.92	1.98	5.91	1.78	2.90
2011	1.72												1.72

Injuries x 1,000,000 / Passenger Trips

Injuries Meeting NTD Reporting Criteria

Suicides

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2009	0	0	2	0	0	3	1	1	2	0	2	0	11
2010	0	1	0	1	0	2	1	0	0	0	0	0	5
2011	0	1											1

Bus Collision Rates

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2010	43.9	51.7	38.1	41.4	27.9	46.1	51.1	52.0	57.5	49.3	58.4	45.3	46.8
2011	49.2												49.2

Collisions x 1,000,000 / Vehicle Miles

Smoke Incidents

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2010	4	5	10	8	7	7	12	4	12	9	3	4	85
2011	8												8

Fire Incidents

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2010	6	9	10	11	8	10	4	4	8	7	4	5	86
2011	11												11

Pedestrians / Cyclists

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2010	1	0	1	4	3	0	0	0	0	0	0	2	11
2011	2												2

Total TOC Reportable Rail Vehicle Incidents

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2010	0	1	1	2	3	0	1	0	0	3	1	1	13
2011	2												2

MetroAccess Passenger Injury Rates

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2010	26.18	22.06	21.57	31.55	48.11	46.48	34.47	38.84	24.61	14.45	25.50	20.53	29.82
2011	16.45												16.45

Injuries x 1,000,000 / Passenger Trips

Injuries Meeting NTD Reporting Criteria

MetroAccess Collision Rates

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2010	34.1	38.9	37.2	35.0	41.3	46.7	38.8	32.9	26.3	33.6	37.4	46.1	37.2
2011	33.4												33.4

Collisions x 1,000,000 / Vehicle Miles

Total WMATA Customer Injury Rates

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Average
2010	1.67	3.00	1.46	1.54	1.97	2.25	1.69	1.78	3.43	1.65	3.49	1.49	2.09
2011	2.08												2.08

All Injuries (Bus, Rail, and MetroAccess) x 1,000,000 / All Passenger Trips

Injuries Meeting NTD Reporting Criteria

Definitions

Introduction of New Measures

Employee Injuries and Accidents

- Based on required OSHA reporting
- Reportable employee accidents / 200,000 hours
- Calendar year versus fiscal year
- Organization-level; does not impact current individual performance plans
- WMATA-wide rate target by end of 2011 calendar year of 5.5 reportable accidents / 200,000 hours; 2010 actual was 5.86

Customer Injuries

- Based on National Transit Database reporting
- Key requirement – Transport away for medical treatment
- Rail passenger injuries per million trips
  - On board, in facilities, escalators
  - Calendar year 2011 target is 1.26 injuries
- Bus & MetroAccess passenger injuries per million trips
  - Major = collision related; Minor = all other
  - Calendar year 2011 target is 2.62 injuries

Employee Injury Rate

Employee Injury Rate: Normalized number of reportable injuries experienced per 100 employees, working the course of a normal year

- (Total number of reportable injuries x 200,000) / number of hours worked = employee injury rate

Where an OSHA Reportable injury is work related and results in:

- Medical treatment above first aid
- Loss of consciousness
- Days away from work
- Restricted duty or job transfer
- Death

Customer Injury Rate
Rail

Customer Injury Rate: Normalized number of reportable injuries experienced by our customers per million passenger trips.

- (Total number of NTD reportable injuries x 1,000,000) / actual number of trips = customer injury rate

Rail Customer Injury Rate: Normalized (per 1 mil. trips) number of NTD reportable injuries experienced by our rail service customers who were:

- On board a “revenue” transit vehicle or were an intending/de-boarded passenger within a transit facility excluding employees. Includes escalators, elevators, stairs, platforms...

Where an NTD reportable injury is related to the operation of our system and required immediate medical attention away from the scene for one or more persons

Customer Injury Rate
Bus and MetroAccess

Bus Customer Injury Rate: Normalized (per 1 mil. trips)

- Number of NTD reportable injuries experienced by our Bus service customers

MetroAccess Customer Injury Rate: Normalized (per 1 mil. trips)

- Number of NTD reportable Injuries experienced by our MetroAccess Customers

Where the injuries are:

- Collision related: Injuries requiring immediate medical attention away from the scene due to a collision. (NTD classifies these as major – regardless of injury severity)
- Other on-board: Injuries related to the operation of a Transit Bus System, requiring immediate medical attention away from the scene. (NTD classifies these as minor – regardless of injury severity)